

# Esso Aruba Obsolete, Ends 22 Years Of Lago Service

The Esso Aruba sailed out of San Nicolas harbor Sept. 20 never to return. Made obsolete by larger, faster vessels, the ship that played an integral part in the creation of Lago was destined to be sold or scrapped.

"It's a question of dollars and cents," a Marine Department executive said in announcing that the ship would be replaced on the United States — Aruba run. Newer ships, he explained, can carry more cargo faster and cheaper.

Built in England and launched in 1931, the ship's maiden voyage was to Aruba. For the next 22 years — as the Pan Bolivar and then as the Esso Aruba — made over 700 round trips between the island and the States.

Northbound, she usually carried 95,000 barrels of fuel oil. Southbound, her tanks in ballast, the "Aruba" took on the aspects of a cargo ship. In her arrived much of the material that built Lago, many of the people who staffed it, the cars they drove, the food they ate and the water they

drank. At times the ship carried over 1000 tons of refinery equipment, 1500 tons of fresh water, 44 tons of refrigerated foods, eight automobiles and varying numbers of employees and their visitors.

## Set War Record

The "Aruba" chalked up what was probably a World War II cargo record for Esso fleet ships. Between Sept. 3, 1939 and V-J Day, she hauled 11,060,473 barrels of oil to the States in 116 voyages through the German submarine packs that roamed the Caribbean and Atlantic.

But it was a Nazi U-boat that almost wrote a premature end to the "Aruba's" career. Loaded to capacity with diesel oil, the ship was in a convoy bound from Aruba to the United States the morning of Aug. 28, 1942, when a torpedo exploded inside the No. 6 tank and almost broke the ship in two.

Limping under her own power, the "Aruba" reached Guantanamo Bay, Cuba, where — sagging at the point the torpedo struck — the ship was

beached. After temporary repairs the "Aruba" went on to Galveston, Texas, where repairs were completed and the ship went back into service six months after she had been torpedoed.

With the end of World War II, airplanes and passenger ships augmented the vital role the "Aruba" was filling as the refinery's main transportation link with the United States.

## Ship's Last Voyage

Earlier this year it was decided that the ship could no longer be operated economically. When Capt. A. Hartman took her out of New York Sept. 11, it had been decided the voyage would be the "Aruba's" last under the Esso flag.

Bound south the ship was forced to alter her course to dodge "Edna," the season's fifth hurricane, but arrived safely Sept. 19. She sailed with a cargo of fuel oil for New Haven, Conn. where she was scheduled to unload seven days later. Then she was to "tie up" — to await her fate.



The Esso Aruba (above) will be replaced. E Esso Aruba (p'ariha) lo worde reemplasa.

"...a question of dollars and cents"  
"...un cuestion di dollar y cent."

# Aruba Esso News

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## Kerosene Coupon Sales Rescheduled

Because an anticipated demand did not materialize, the Accounting Department announced kerosene coupons will only be on sale at the Main Gate from 3:30 to 4:30 p.m. Monday through Friday and from 11:30 a.m. to 12:30 p.m. Saturday.

Sales between 7:30 and 8:30 a.m. each day were eliminated on Sept. 21.

## Dakota Field Is Enlarged; Reclassified

Late last month Aruba unveiled the latest addition to its airport — a 4500-foot combination runway and taxi-strip which will substitute for the main runway while it is being repaired and lengthened.

When work on the main runway is completed, the latest addition will be used as a taxi-strip and Dakota Field will move from Class D to Class C in the International Civil Aeronautics Organization's rating system.

Deterioration of the main runway, which was built in 1942 to handle medium-weight military planes, first prompted the island government to undertake the repair and expansion of the field, it was explained.

A. van den Berg, director of the Department of Public Works, said it was discovered — while repairing 42 paving breaks which appeared between December, 1950 and March, 1951 — that only 2½ inches of paving covered the runway.

The paving break-up threatened to close the field, he said, so the island government decided to adopt a two-fold program: to pave an area 133 feet wide and 4500 feet long to be used as a runway and taxi strip while the main runway was being repaired.

While planning the work, Mr. van den Berg said, it was decided to comply with the ICAO regulations and construct the strip south of and parallel to the existing runway. In

(Continued on page 6)

## 100 Supervisors To Participate In 9-Week Training Course

Fourteen supervisors will sit down together Oct. 13 at the kick-off session of the first Modern Supervisory Practices Course offered at Lago since May, 1952.

In the intervening 17 months 100 supervisory positions have been filled by employment or advancement. In order to perfect these new supervisors in their work, the Training Division scheduled 56 to take the course between now and December; the remaining 44 to start early next year.

Meeting one day each week for nine weeks, the men will be instructed in such phases of their work as the administration of company policy, delegation of authority, rating of per-

sonnel, work planning, safety, cost control and techniques of leadership.

Instructors will be supervisors drawn from various levels and department.

The first Lago employees to receive formal supervisory training went to the Esso Training Center at the Bayway refinery in New Jersey in 1947 and 1948.

The next year it was decided to institute a similar course here fashioned after the Bayway program but tailored to meet Lago's needs.

The first course was presented at Lago in February, 1949. Since then 375 foreign staff and 159 staff supervisors have completed the course.

## Public Relations Aids Island Youth

Lago's Public Relations Department last week helped an Aruba youth — studying in Holland to become a teacher — write a "monograph" on Aruba.

Efigenio M. van der Biezen, son of F. M. van der Biezen of the Cracking Plant, wrote asking for "scientific" information and pictures of the island.

In the first of five years of undergraduate work at Oudebosch, Holland, young van der Biezen said part of his homework was a "monograph about Aruba."

The Public Relations Department rounded up all the available "scientific" material about the island and shipped it off to the youth.

## Tres Piscador Arubiano Salba Despues Di Colga Seis Ora na Boto Gebolter

Saga di lamar ta un historia mes bieuw cu mundo, di cual hopi capitulo lo no worde conta nunca. Recientemente tres piscador Arubiano a pone un pagina mas cerea e storia y, afortunadamente, nan a bolbe pa conte'le. Pa algun rato, sinembargo, nan tabata duda si nan lo bolbe. Nan storia ta uno di colga na un boto gebolter den lamar bruto siete ora largo promer cu nan a worde salba.

Tempo tabata parece bon pa piscar Dialuna mainta, Sept. 21. Francisco Schwengle, 24, y Dominico Schwengle, 42, y Pablo Geerman, 31, tur tres di Sabaneta, tambe tabata pensa asina mientras nan a baho nan boto di 14 pia den Caribe. E tres piscadornan di hopi experiencia a monta nan motor di 15 horsepower tras di nan boto chikito, a mare'le bon cu cabuya nobo y a laga sali pa lamar.

E tres hombernan den nan boto chikito a pasa canto di costa y a purba nan suerte pafor di Sero Colorado. No tabatin mucho ey y nan a hala seis te siete milla afor dilanti Esso Club. Piscanan no tabata come. Ningun a coi nada. Nan suerte a bira peor ora tempo a cuminsa bira malo,

Mas of menos 11 a.m. lamar halto tabata suta e boto chikito rigorosamente mientras e hombernan tabata haci esfuerzo amargo pa yega terra. Y anto el a socede. E motor a paga. Nan a purba en vano pa bolbe start'e. Sin ningun forza, e boto a keda ariha e lamar bruto mientras e hombernan tabata purba keda ariba e olanan halto. Nan a libra dos ola gradioso. E di tres a bolter e boto delicado y a entrega e tres hombernan na ira di e lamar rabioso.

Ora e boto a bolter e hanero a cai y a yuda stroba pa e boto no worde cargá hibá mas leuw den lamar. E motor — cu e hombernan a mara na dje — no a cai tabata haci mas dificil pa e boto keda drief como su peso tabata forza un seccion di e boto hao awa. E problema aki a bira peor ora e boto, no obstante e hanero cu tabata tene'le, a worde hala den awa mas hundo door di mocion di lamar. Cada biaha cu e boto hala un poco den awa mas hundo, peso di e hanero y di e motor tabata forza e boto un poco mas abao.

Mes ora Pablo a benta su camisa afor pa landa mehor. Cada biaha cu un ola dal, e tres hombernan tabata worde bentá for di e boto. Nan mes-

ter a lucha contra lamar pa bolbe alcanza nan lugar di tene. Nan a realiza cu un di nan mester purba alcanza terra pa busca auxilio. E chens cu hende lo mira nan ta minino. Siendo hombernan di hopi experiencia na lamar, nan tabata teme e posibilidad di purba pasa un anochi frio na lamar teniendo na un boto cu ta sink.

Francisco, esun mas joven y e mejor landador, a saca un tabla cu tabata un sienta den e boto y usando esaki pa soporte el a cuminsa landa pa terra. Pablo y Dominico, no mucho bon landador, a keda na e boto gebolter.

Mas of menos un milla pafor di rif dilanti Powerhouse No. 1, Francisco a worde tumá na bordo door di dos otro piscador, David Murphy di LOF y J. C. Hassell di Receiving & Shipping. E dos piscadornan a reporta cu nan a tende un homber grita auxilio, pero no por a mire'le. Sr. Murphy a bira su boto di 14 pia pa busca y mes ora el a mira Francisco. Tur dos e piscadornan tabata di opinion cu Francisco no por a wanta mucho mas. El tabata mucho cansá.

Nan a haci un esfuerzo pa bai afor (Continúa na pagina 3)



Wanamaker

Morris

who report to F. G. Frey as supervising engineer — inspection.

The reorganization grouped a newly-created unit under Mr. Morris, and the section which formerly reported to the chief equipment inspector, into Section II headed by Mr. Wanamaker.

The inspection of refining equipment became the responsibility of Section I. The inspection of auxiliary equipment and the testing of materials became the responsibility of Section II.

Mr. Wanamaker was first employed by Lago in December, 1949, as an equipment inspector A in EIG. In addition to various acting assignments, he served as group head B — equipment inspection.

Mr. Morris was first employed by Lago as an equipment inspector B in EIG in March, 1946. He was promoted to equipment inspector A and also served as group head B — equipment inspection.

## Revamped EIG Puts Two Supervisors In New Posts

### Wanamaker, Morris Promoted In Plan To Increase Efficiency, Supervision

A change in the organization of the Technical Service Department's Equipment Inspection Group created two new positions which were filled Oct. 1 by the promotion of J. E. Wanamaker and J. D. Morris.

Mr. Wanamaker, former group head B — equipment inspection, was promoted to supervising engineer — inspection and in that capacity heads EIG's new Section II. Mr. Morris was promoted from equipment inspector A to assistant supervising engineer — inspection in Section II.

J. M. Whiteley, acting general superintendent, said EIG was reorganized "to promote efficiency and to provide more effective supervision and increased flexibility of manpower allocation."

Prior to the reorganization, which went into effect Oct. 1, EIG was composed of four sections each supervised by a group head B. Three reported to a group head A. The fourth was under the chief equipment inspector.

Under the new set-up the three sections were grouped into Section I. The supervisors became assistant supervising engineers — inspection

# ARUBA ESSO NEWS

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## Esso Aruba ta Worde Cambiá Cu di 22 Anja den Servicio

Esso Aruba a sali for di den haaf di San Nicolas Sept. 20 pa no bolbe jamas. Haci inutil pa bapornan mas grandi y mas rapido, e bapor cu a hunga un papel integral den creacion di Lago tabata destiná pa worde bendi of desarmá como herro bieuu.

"Ta un cuestion di dollars y cents," un ehecutivo di Departamento di Marina a bisa anunciando cu e bapor lo worde reemplazá ariba e ruta Estados Unidos — Aruba. Bapornan mas nobo, el a splica, por hiba mas carga mas liber y mas barata.

Trahá na Inglaterra y bahá na awa na 1931, promer viaje di e bapor tabata pa Aruba. Pa e siguiente 22 anja — como "Pan Bolivar" promer y despues como Esso Aruba — e bapor a haci mas cu 700 viaje entre Aruba y Estados Unidos.

Ariba su ruta pa norte, ordinariamente el tabata hiba 95,000 barril di azeta fuel. Bolbiendo, su tankinan den ballast, "Esso Aruba" tabata tuma aspectonan di un bapor di carga. Den dje hopi di e material cu a traha Lago a yega, hopi di e hendenan cu ta traha cu compania, e autonan cu nan tabata corre, e cuminda cu nan tabata come y hasta e awa cu nan tabata bebe.

Tin vez e bapor tabata trece mas cu 1000 tonelada di equipo di refinaria, 1500 tonelada di awa fresco, 44 tonelada di cuminda frio, ocho auto y algun empleadonan y nan bishitantenan.

### Record den Guerra

Esso Aruba a coi loke probablemente tabata un record di carga den Guerra Mundial II pa bapornan di flota Esso. Entre Sept. 3, 1939 y fin di guerra, el a hiba 11,060,473 barril di azeta Estados Unidos den 116 viaje entre e cadena di submarino recorriendo Caribe y Atlantico.

Pero tabata un submarino Nazi cu casi a pone un fin prematuro na carera di "Esso Aruba". Cargá cu azeta diesel, e bapor tabata den convoo ariba camina di Trinidad pa Estados Unidos mainta Aug. 28, 1942, ora un torpedo a explota den tanki No. 6 y casi a kibra e bapor den dos.

Nabegando dificilmente "Esso Aruba" por fin a alcanza Guantanamo Bay, Cuba, unda — e bapor a worde halá na terra. Despues di drechamento temporario Esso Aruba a sigui pa Galveston, Texas, unda e drechamento a worde completá y seis luna despues di worde torpedá e bapor tabata den servicio atrobe.

Cu fin di Guerra Mundial II, aeroplano y bapornan di pasahero a aumenta e parti vital cu e bapor aki tabata ocupa como e mayor medio di comunicacion di refinaria cu Estados Unidos.

### Ultimo Viaje

Na principio di e anja aki, sinembargo, a keda decidi cu e bapor no por worde opera economicamente mas. Ora Captan A. Hartman a sali cu ne for di Nueva York Sept. 11, tabata decidi cu e viaje aki lo ta e ultimo bao bandera di Esso.

Cu rumbo sur, e bapor tabata obligá pa cambia su curso pa kita for di "Edna", e di cinco horcan di temporada, y a yega Sept. 19. El a sali cu un carga di azeta fuel pa New Haven, Conn. unda cu e mester a descarga siete dia despues. Despues e mester a mara — pa warda su suerte.

Sinembargo, promer cu esaki ainda el a trece Aruba algun di e schoorsteennan nobo cu ta worde hizá den refinaria. Nan por bien sirbi como un monumento pa un bapor cual su bida tabata traha pa Lago.

## Disabled Vets Seeking Stamps

Island stamp collectors have been asked to send "stamps they don't want" to a group of disabled war veterans hospitalized at Baltimore, Md.

The request was contained in a letter reaching the Esso News which said, "Some of the disabled war veterans in the hospital have started saving stamps.

"It would be appreciated... if anyone having any stamps they don't want would send them to Myron Emerson, 1129 Webb Ct., Baltimore, 2, Md., U.S.A."

## Haynes, Richardson Receive Promotions In Mechanical Dept.

Cecil F. Haynes and Albert Richardson of the Mechanical Department received promotions effective Oct. 1. Mr. Haynes was promoted to the position of subforeman machinist and Mr. Richardson advanced to the post of subforeman yard.

Mr. Haynes, who has service of 21 and one-half years, began as a helper in the Mechanical Department -



C. F. Haynes



A. Richardson

Machinist. He advanced through the positions of helper first class, machinist B and machinist A before receiving his recent promotion.

Mr. Richardson began as a laborer in Cracking. He remained in Cracking as a tradesman first class, still cleaner, A, chamberman and clean-out corporal until his transfer to the Mechanical Department - Yard in September, 1947. He held the position of clean-out corporal at the time of his promotion. Mr. Richardson has Lago service of 25 years.

## Approval Required For Study Refund

Lago employees who plant to take correspondence and other courses were reminded this week that they must have prior company approval to be eligible for reimbursement under the Education Refund Plan.

The Training Division pointed out that Lago will pay two-thirds of the cost of the course — up to \$225 — to employees whose proposed course of study is approved by their supervisor, their department superintendent and the Industrial Relations Department.

These approvals are required, the Training Division explained, because the refund plan was established to help employees finance studies which would better equip them for their work. Payment of the refund is dependent upon successful completion of the course.

## Relaciones Publicas A Yuda Joben

Departamento di Relaciones Publicas di Lago siman pasa a manda ayudo pa un joben Arubiano — studiando na Holanda pa bira maestro di school — pa el scirbi un monografia tocante Aruba.

Efigenio M. van der Biezen, yiu di F. M. van der Biezen di Cracking Plant, a scirbi puntrando pa informacion "cientifico" y retratonan di Aruba.

Den e promer di su cinco anja di estudio na Oudebosch, Holanda, joben van der Biezen a scirbi cu un parti di su trabao ta consisti di scirbi un "monografia tocante Aruba."

Relaciones Publicas a pone tur e material "cientifico" cu nan tabatin bunto y a manda nan pa e joben.

## Lago Commissary Will Begin Cash Sales Tuesday, Nov. 10

Cash will replace credit at the Lago Commissary beginning Nov. 10. In order that each employee and his family understands the procedures involved in the changeover, the following information is presented:

1. Credit purchasing will end with the close of business November 9, and cash sales will begin Nov. 10.
2. Credit purchases Nov. 1 through 9 will be limited to one-third (1/3) of employee's regular Commissary allowance and the credit will be closed when this limit is reached. On or about October 31, each employee will receive a statement indicating the amount of credit purchasing permitted from Nov. 1 through 9.
3. Semi-monthly pay for Regular employees on Nov. 9 will carry no deductions for October commissaries purchased from Oct. 16 through Oct. 31, except for any portion in excess of the employee's allowable credit.
4. Monthly pay for Staff employees on Nov. 10 will carry no deductions for October commissaries, except for any portion in excess of the employee's allowable credit.
5. No more than one-third (1/3) of November credit allowance will be spread out. While new credit will open up in the normal fashion on Nov. 1, any purchasing beyond the one-third (1/3) credit limit will not be amortized under the plan outlined herein. Commissary purchases beyond the one-third (1/3) of the November credit allowance will be deducted from earnings payable on the next following payday: for the semi-monthly payroll this will be Nov. 23 and for the private payroll Dec. 9.
6. On the payday following Nov. 10, the employee will be given the 40% of normal earnings up to Fls. 300.00 in his pay as a one-time Commissary adjustment (O.T.C.A.). For the semi-monthly payroll this will occur Nov. 23 and for the private payroll Dec. 9. At the same time a deduction will be made for the unpaid October Commissary bill plus Nov. 1 through 9 purchases. The maximum deduction except for credit violations, will not be greater than the amount of the one-time Commissary adjustment. The balance unpaid from allowable purchases will be amortized. Spread out payments will be made by payroll deductions as follows: Balances up to Fls. 100.00 will be spread out by payroll deductions over a five month period, with a minimum deduction of

### Detailed Examples In Next Issue

As an aid to all Lago employees and their families, the Aruba Esso News of Oct. 23 will carry examples of situations that might arise when the Lago Commissary swings from credit to cash Nov. 10. Each example will be clearly described and explained according to provisions established by the Colony Service Department.

Fls. 10.00 per pay period for monthly paid employees and a minimum deduction of Fls. 5.00 per pay period for semi-monthly paid employees.

Balances over Fls. 100.00 will be amortized by payroll deductions of Fls. 20.00 per month.

7. Deductions for amortization will begin with the December earnings payable in January.
8. Employees who do not have a full pay period earnings payable on Nov. 9 or 10 may obtain the one-time Commissary adjustment in full or pro-rated according to the time not worked. Such adjustment will be made at the request of the employee on or after November 11 at the Payroll Office, General Office Building.
9. Employees will have the option of paying off any unpaid Commissary balance in cash at the Accounting Department Cashier.

## Fire Prevention Week Observed

A demonstration of fire-fighting techniques by the Lago Vocational school headlined Lago's observance of the past seven days as Fire Prevention Week.

The demonstration, held Oct. 7 at Hassell Field, included an explanation of the purpose of the display, the use of hand fire-fighting equipment, a discussion of Lago's fire prevention activities, a Fire Department exhibition of a foam fire truck and a talk on every-day fire prevention techniques.

Fire Prevention Week was held in conjunction with a similar observance in the United States.



BARITONE George Harding, shown here singing "The Lord's Prayer," gave two concerts in Aruba last month — at the Lago Club and Surinam Club. The popular British Guiana singer presented a program of light classics. At home he is a welfare officer with the Sugar Producers' Association.

BARITONE George Harding, munstrá aki cantando "The Lord's Prayer," a duna dos concert na Aruba luna pasá — na Lago Club y Surinam Club. E cantante popular di British Guiana a presenta un programa di clasico liker. Na su terra nativo el ta un oficial di bienestar cu Sugar Producers' Association.

### Schedule of Paydays

#### Semi-Monthly Payroll

October 1 - 15 Friday, October 23

#### Monthly Payroll

October 1 - 31 Tuesday, Nov. 9

## 18 To Compete For Five Seats On Park Board

Eight petition candidates and 10 nominees will be competing for five Lago Sport Park Board seats in an election scheduled Oct. 14, 15 and 16.

The eight petition candidates gained a place on the ballot by submitting — by Sept. 29 — petitions signed by 100 eligible voters. The 10 nominees were chosen by a committee headed by B. I. Viapree.

The petition candidates are:

Teddie Johnson, an assistant operator in Catalytic and Light Ends; Juan Tromp, a knock tester in the Technical Service Department laboratory division; Rudolph A. Chin-A-Loi, an apprentice clerk A in the Accounting Department; Jose M. Kock, a chauffeur in the Mechanical Department garage; Harry Le Grand, a junior engineer assistant A in the process division of T.S.D.; Lloyd F. van Putten, a junior clerk in Process-Cracking; Raymundo Q. Kemp, a Lago Police Department patrolman II and Leopold D. Anthony, a junior engineering assistant A in T.S.D. — Engineering.

Nominees are Robert E. A. Martin, Juan Briezen, Mateo Reyes, Cyril A. Brown, Andries Geerman, Lionel S. Smith, Vernon T. Morgan, Juan F. York, Harry I. Nahar and David N. Solomon.

Five of the 18 candidates will be elected for two years.

THE SMOKESTACK on the No. 2 powerhouse is 309 feet high.

LAGO produces over 40 different types of finished products.



1923 — 1953 is the service record of Edwin V. Miller (right), shown receiving a certificate and 30-year service emblem from Lago President J. J. Horigan. Mr. Miller, first employed July 5, 1923 by the Midwest Refining Co. of Midwest, Wyo., came to Lago five years later as a master welder. Today he is general foreman of the metal trades craft in the Mechanical Department.

1923 — 1953 ta e record di servicio di Edwin V. Miller (banda drechi), munstrá recibiendo un certificado y emblema di treinta anja di servicio for di Presidente di Lago J. J. Horigan. Sr. Miller, emplea Juli 5, 1923 door di Midwest Refining Co. di Midwest, Wyo., a bini Lago cinco anja despues como welder. Awor el ta general foreman di metal trades den Mechanical Department.



# Three Aruban Fishermen Rescued, Two Cling To Boat For Seven Hours While One Swims For Help

## Tug Noord and Pilot Boat Effect Rescue In Stormy Sea

The saga of the sea is a story as old as time, many chapters of which will never be told. Three Aruban fishermen recently added a page to the story and, fortunately, they returned to tell it. For a while, though, they wondered if they would. Their story is one of clinging to a capsized fishing boat in stormy seas for seven hours before being rescued.

It looked like good fishing weather the morning of Monday, Sept. 21. The Schwengle brothers, Francisco, 24, and Dominico, 42, and Pablo Geerman, 31, all of Sabanaeta, thought so too as they shoved their 14-foot boat into the blue Caribbean. The three experienced fishermen mounted their 15-horsepower outboard motor on the stern of their small craft, lashed it tightly with new rope to insure against its loss and started out to sea.

The three men in their little craft puttered down the south coast and tried their luck off Colorado Point. Not much action there so they moved out to about six or seven miles off the reef opposite the Esso Club. Fishing was had. No one caught anything. Their luck got worse as bad weather started to build up.

At about 11 a.m. high seas tossed the little craft around as the men tried to beat back to the safety of the shore. Then it happened. The motor quit. They tried vainly to start it again. Powerless, the little boat tossed while the men tried as best they could to ride the mounting waves. They outmaneuvered the first two large waves to hit them. The third capsized the tiny craft and threw the three men to the ire of pounding seas.

When the boat capsized, the anchor fell out and helped to hold the craft from being tossed further out to sea. The motor — which the men had lashed on — did not fall off and hindered the buoyancy of the boat in that its weight pulled a section of the ship under the water. This problem was further aggravated as the boat, in spite of the dragging anchor, was shoved into deeper water by the sea's motion. Each time the craft inched to deeper water, the weight of the anchor plus that of the motor pulled the vessel a little further under the surface.

Pablo immediately discarded his jacket in order to swim better. Each time a wave hit, the three were thrown from their clinging position. They had to struggle against the seas to get back to their support. They realized that one of them had to attempt to reach shore for help. The chances of someone spotting them were slim. Being experienced men of the sea, they feared the possibility of attempting to survive a



ON SHORE once again, safe and sound, although for six hours the three men pictured weren't too sure they would make it. Dominico and Francisco Schwengle and Pablo Geerman (left to right) stand beside their 14-foot fishing boat which overturned in stormy seas. Dominico and Pablo clung to the capsized boat while Francisco swam for help.

NA 'TERRA atrobe, sano y salho, maske durante seis ora e tres hombernan aki no tabata mucho segur cu nan lo yega. Dominico y Francisco Schwengle y Pablo Geerman (rohez pa drechi) ta pará banda di nan boto di 14 pia cu a bolter den lamar bruto. Dominico y Pablo a keda teue na e boto gebolter mientras Francisco a landa bin busca auxilio.

cold night at sea clinging to a sinking hull.

Francisco, the youngest and strongest swimmer, pulled out a board that had been a seat in the boat and using it for support started the long swim to shore. Pablo and Dominico, a poor swimmer, remained with the overturned craft.

About a mile outside the reef opposite Powerhouse No. 1, Francisco was picked up by two other fishermen, David Murphy of LOF and J. C. Hassell of Receiving and Shipping. The two fishermen reported hearing a man cry for help, but could not see him. Mr. Murphy swung his 14-foot craft around to search and immediately spotted the tired Francisco. The rescuing fishermen both agreed that Francisco could not have gone on much longer. He was completely exhausted.

An attempt was made to go out and search for Dominico and Pablo, but the tiny craft took on too much water and Mr. Murphy decided against this maneuver. He swung his ship around and headed toward Lago Harbor.

Once in the harbor, the Marine Department, Government pilots and the Aruba Flying Club were alerted. An immediate air-sea search was started at about 3:50 p.m. A pilot launch manned by Bartolo Quandt and Esteban Simfinger, the tug Noord operated by E. Illis assisted by D. Charles and G. Stollen, and Charles Drew of C&LE, a Flying Club member, in a BT-17, all set out in search of the two fishermen.

The first sweep of the area by the surface crafts produced nothing. Mr. Drew was unable to spot either the

men or the capsized vessel. The pilot boat and tug returned to the area of the mishap for a second sweep. As the pilot boat swung along side the tug to decide where to search next, the two men were spotted. They were no more than 100 feet away from the two rescue ships. The two fishermen were sighted at just the instant they rode the crest of a wave before disappearing from sight again.

At approximately 6 p.m. the pilot boat picked up the two exhausted men. The crew of the tug threw a line around the bow of the capsized vessel, by now almost completely under water, and took it in tow. Together the two rescue vessels headed back to Lago Harbor. At the pilot house the two men were clothed and given much welcomed coffee and cigarettes after a harrowing seven hours in a stormy sea.

Pablo later reported that he saw the tug on its first sweep. He tried to climb up on the hull to wave at the rescue ship, but the waves knocked him off. "I knew it would be hard for the men on the tug to see us because of the tremendous waves," asked what worried him must while clinging to his ship, Pablo replied: "Sharks and the thought of trying to survive a cold night in the sea. Both of us knew that if we weren't picked up before nightfall, well..."

Over the many years the two older men have fished the waters around Aruba, they never experienced any difficulty. Never-the-less, the dampening they received didn't touch their spirits. As Pablo put it: "October is the Flower Month. Fish run good. We'll be back out again."

## Tres Piscador

(Continúa di pagina 1)

busca Dominico y Pablo, pero e boto chikito tabata coi mucho awa y Sr. Murphy a decidi pa no sigui. El a bira y a coi rumbo pa haaf di Lago.

Una vez den haaf, Marine Department, loads di Gobierno y Aruba Flying Club a worde alertá. Un buscada pa aire y lamar a cuminsa mas of menos 3:50 p.m. Un boto di loads cu Bartolo Quandt y Esteban Simfinger, e remolcador Noord operá pa E. Illis asisti pa D. Charles y G. Stollen, y Charles Drew di C&LE, un miembro di Flying Club bulando un BT-17, a sali pa busca e piscadornan.

E promer biaha cu e botonan a cruza e area no a produci nada. Sr. Drew tabata incapaz pa localiza sea e hombernan of e boto gebolter. E boto di loads y e remolcador a holbe pa un segunda esfuerzo. Ora e boto di loads a bolbe na lugar di e accidente pa decidi unda nan husca en seguida, e dos hombernan a worde mirá. Nan no tabata mas cu 100 pia leuw di e dos botonan. E dos piscadornan a worde desuhri net na e instante cu nan tabata ariba un ola promer cu nan bolbe desaparece for di vista.



J. C. Hassell



D. Murphy

Mas of menos 6 p.m. e boto di loads a hiza e dos hombernan cansá na bordo. Tripulantenan di e remolcador a benta un cabuya rond di boeg di e boto gebolter, cu awa tabata casi henteramente bao awa, y a tumbe'le na touw. Huntu e dos botonan a bolbe pa haaf di Lago. Na oficina di loads e dos hombernan a haya panja y koffie cayente cu cigarra despues di siete ora di angustia den lamar bruto.

Pablo a reporta despues cu el a mira e remolcador ora esaki a pasa pa di promer vez. El a purba subi ariba e boto gebolter pa hala atencion, pero olann a tumb'e. "Mi tabata sabi cu ta duro pa e hendenan na bordo di e remolcador mira nos pa motibo di e olann grandi." Ora e puntre'le kiko tabata preocup'e mas tanto mientras el tabata teni na e boto, Pablo a contesta.

Durante hopi añanan e dos hombernan mas bieuw a pesca den awan rond di Aruba y nunca nan no a experimenta ningun dificultad. Sinembargo, e aventura aki no a reduci nan ambicion. Manera Pablo a bisa: "October ta luna di flor. Pesca ta come hopi. Anto nos ta bai afor atrobe."

## Autopista Caracas—La Guaira ta Maravilla Di Sur America

E autopista mas costoso na mundo cu ta costa \$6,000,000 pa milla ta worde cortá door di pianan di seronan di Andes na Venezuela den un serie di venturanan di acomplecimientonan inigualable. E ta e autopista nobo cu ta corre for di Caracas pa La Guaira. Mas of menos 10 milla largo — 17 kilometro — e costo total lo ta mas of menos \$60,000,000.

E carretera nobo lo reemplaza e caminan bieuw cu ta smal y yen di birada. Pa esnan cu ta viaja constantemente entre Caracas y La Guaira esaki lo nifica un cambio asombroso, pasobra loke e rutanan bieuw no tabatin, e ruta nobo por ofrece y mucho mas. Den planeamiento di e carretera nobo, Ministerio di Obras Publicas di Venezuela y e compania di construccion Frances Campeon Bernard di Paris a inclui tur cos posible den construccion di autopista moderno pa corrimiento seguro, rapido y comfortable.

E tunnelnan — tur dos cobá den baranca — ta 1800 y 460 metro largo. Tur dos tin tubo largo, independiente, uno pa subi, e otro pa baha. Nan lo ta iluminá continuamente pa medio di luznan linear fluorescente. Ventiladornan a worde instalá den e tunnelnan pa percura pa aire fresco y pa descarga aire contaminá. E dos tunnelnan costa \$20,000,000.

E viaductonan ta 302, 250 y 200 metro largo. Viaducto No. 1 contandó fur di Caracas ta e viaducto di concreto mas grandi na America y di cinco den largura na mundo. Tur tres viaducto ta di construccion special precomprimido. E costo di e tres brugnan tabata \$5,000,000.

Pa asegura seguridad maximo, e autopista tin cuatro via di trafico di 7.30 metro, separá pa un isla central di 1.30 hancha. E camina bieuw tabatin 365 curbo mientras e autopista nobo tin solamente 36.

Door di traha viaducto y tunnel, e ingenieronan Frances tabata capaz pa pasa aden of over unda e ruta bieuw mester a bira pasa rond. Ademas di reduci e distancia for di 30 pa 17 kilometro, cuesta di e ruta nobo tambe a worde reduci.

Henter e ruta lo worde reforesta y ilumina. Usando prevision excepcional, Ministerio di Obras Publicas a ataca e problema di erosion cu promer paso di construccion.

Pa percura pa e matanan cu a worde plantá banda di e autopista, dos erianza a worde trahá. Nan ta situá convenientemente, cu 90 homber ta traha den nan, y por produci como 670,000,000 arbolito pa anja.

Hende por haya un mejor impresion di e obra enorme si pensa ariba explosion di 2000 tonelada di dinamite den un solo tiramento, coronanan di sero siendo practicamente kitá afor y buraconan 141 pia hundo siendo yená. Dos mil trahador cu mas cu 200 bulldozers, tractor, truck y otro implemento industrial ademas di un innumeroso cantidad di hermentnan mas chikito a worde usá. Ora e ta cla, e autopista lo ta e maravilla di America del Sur. (Retratonan ariba pagina 4 y 5).

## CARACAS-LA GUAIRA HIGHWAY IS SOUTH AMERICAN MARVEL

The most expensive highway in the world costing NAFL 11,400,000 a mile is being carved through the foothills of the Andes in Venezuela in a series of unrivalled engineering exploits. It is the new Autopista that runs from Caracas to La Guaira. Approximately 10 miles long — 17 kilometers — the total cost will be about NAFL 114,000,000.

The new highway will replace the former narrow, twisting routes. To those constantly travelling from Caracas to La Guaira, it will be a startling change, for what the old routes didn't have, the new route will have plus much more. In planning the new road, the Venezuelan Government's Ministry of Public Works and the French construction firm of Campeon Bernard of Paris have included every-

thing possible in modern highway construction for safe, quick, comfortable driving.

Started in 1950, the new route is expected to be completed by the end of this year. It includes two tunnels, three bridges, double lane roads, banked curves, cement shoulders, a complete lighting system, walkways and extensive development on either side of the road to guard against erosion.

The tunnels — both excavated out of rock — are 1800 and 460 meters long. Both have double, independent tubes, one designed to ascend, the other to descend. Separated by a natural wall 11 meters thick, both have double lanes. They will be continuously illuminated by means of linear fluorescent lamps. Ventilators have been installed in the tunnels to pro-

vide fresh air and discharge contaminated air. The two tunnels cost NAFL 38,000,000.

The bridges are 302, 250 and 200 meters long. Bridge No. 1 out of Caracas is the largest concrete viaduct in the Americas and the fifth longest in the world. The three bridges — all a special prestressed concrete construction — cost NAFL 2,500,000.

To insure maximum safety, the highway has four traffic lanes of 7.30 meters, separated by a central island of 1.30 meters in width. The old road had 365 curves while the new Autopista has 36 curves. Curves were constructed only where necessary and then as winding curves with a minimum radius of 280 meters. The old road had sharp curves with a breathtaking minimum radius of 15 meters.

By constructing bridges and tun-

nels, the French engineers were able to cut through or go over where the old route had to wind around. In addition to cutting down the distance from 30 to 17 kilometers, the slopes of the new route have also been reduced. They now are between six per cent and four per cent in the open and three and one-half per cent in the tunnels. The old route had a maximum slope of 12 per cent.

The entire route will be landscaped and illuminated. Using exceptional foresight, the Ministry of Public Works attacked the problem of erosion with the first step of construction. The side slopes of the fillings are formed by a method called "contour wattling." In order to drain off the water from the ravines, enormous concrete caverns were constructed under these fillings. Concrete terraces

have been built all along the route. In order to care for the plants which have been planted along the highway, two nurseries were built. They are conveniently located, manned by 90 men, and can turn out as many as 670,000,000 trees, shrubs and vines a year.

The enormous enterprise can best be realized when thought of in terms of 2000 tons of dynamite being used in one blast, tops of mountains literally being sliced off and mountain gaps 141 feet deep being filled. Two thousand workers with over 200 bulldozers, tractors, trucks and other industrial behemoths in addition to untold numbers of smaller implements have been used. When completed, it will be the highway marvel of South America. (Pictures on pages 4 and 5.)



Chiseled out of the side of one of the Andean foothills, Bridge No. 1 is the largest concrete bridge in America and the fifth longest in the world. It is one of the highway's three bridges.

Sacá for di den banda di un pia di eerro di Andes, Viaducto No. 1 ta e brug di concreto mas grandi na America y di cinco mas largo den mundo. E ta un di e tres brugnan di e autopista.



This view shows the finished surface of Bridge No. 1. Whereas the old road from Catia to the sea didn't have bridges, the new highway makes use of modern spans such as shown to facilitate comfortable, safe travel.

E vista aki ta muntra e superfieie completá di Viaducto No. 1. Mientras e camina bieuw for di Catia no tabatin viaducto, e autopista nobo ta haci uso di brugnan moderno manera ta munstrá aki pa facilita trafico comfortable y seguro.

At locations where the engineers couldn't go over or around, they went through. The Autopista has two tunnels, one 1800 meters long and the other 460 meters. Shown below is the southern entrance to Tunnel No. 1.

Unda en e ingenieronan no por a pasa ariha of rond, nan a coba pasa den. E autopista tin dos tunnel, uno 1800 metro largo y e otro 460 metro. Munstrá aki ta e entrada sur di Tunnel No. 1.



The new highway is 17 kilometers from Catia to Pariata. It's two lanes, each 7.30 meters wide, are separated by an island 1.30 meters wide.

E autopista nobo ta 17 kilometro for di Catia pa Pariata. Su dos vianan, cada uno 7.30 metro hancha, ta separá pa un isla central di 1.30 hancha.

At a cost of NAFl. 114,000,000, Venezuela is presently having constructed one of the engineering marvels of South America. It is the new Autopista — a 17-kilometer stretch of super highway from Caracas to La Guaira. Three tremendous bridges, two tunnels, double lane roads — all built according to modern, safe highway construction — will replace the narrow, twisting former route. Started in 1950, it is expected to be completed by the end of the year.



The magnitude of one section of the highway's construction is shown in the above panel of three. The middle picture shows the now famous explosion of 2000 tons of dynamite which practically tore away half a mountain. Flanking the explosion picture are the before and after scenes. Workman cleared out the explosion area, cut the road through and constructed three terraces above the highway to guard against erosion. All concrete, the terraces are approximately six meters wide.

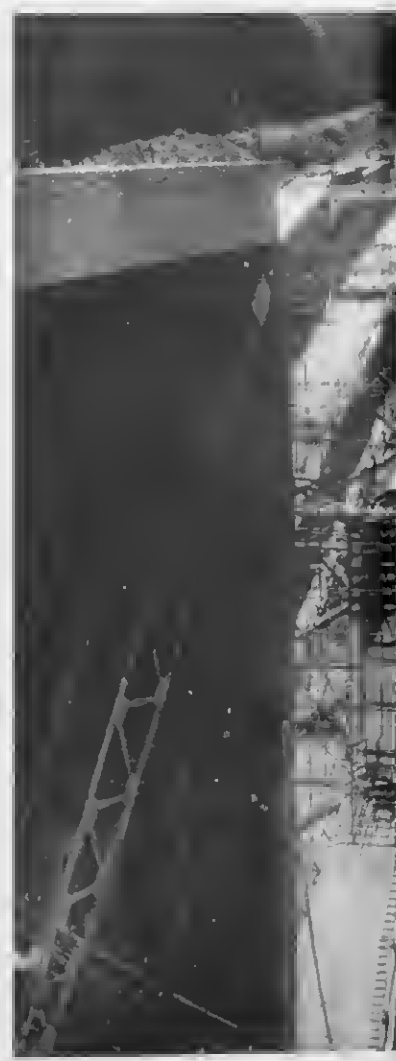
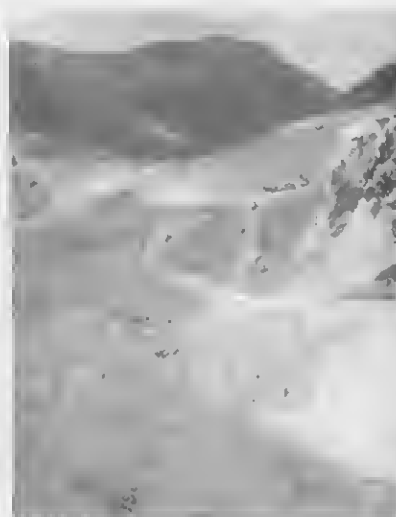


One-hundred and fifteen units of mechanized equipment have been used in the highway construction. This view shows the drilling equipment used to make holes for dynamiting rock sections.

Ciento y diez-einco unidad di equipo mecanico a worde usá pa construcion di e autopista. E vista aki ta muntra e equipo di perforacion usá pa coba buraco pa hula harancanan en dynamite.



# AUTO CARACAS -



Bridge No. 2, which is 250 meters from Catia. The highway features numerical order from Catia to the

Viaducto No. 2, cual ta 250 metro from Catia. E autopista tin tres viaducto from Catia pa lamar. E viaducto



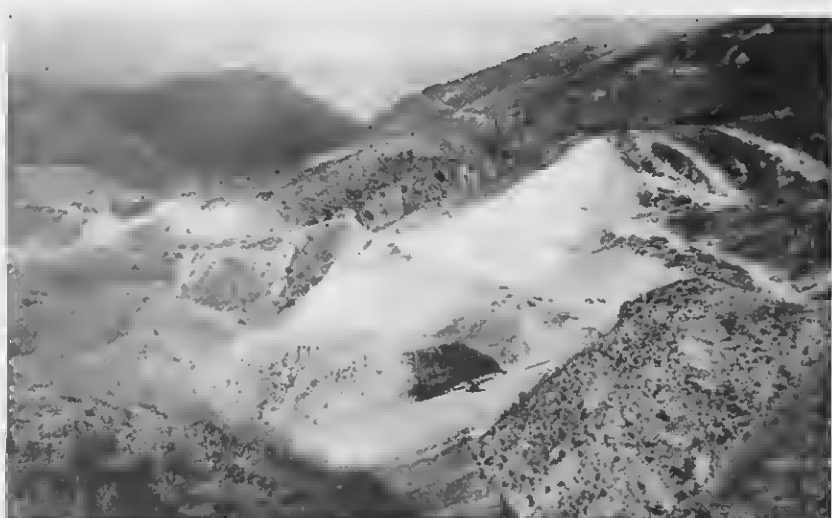
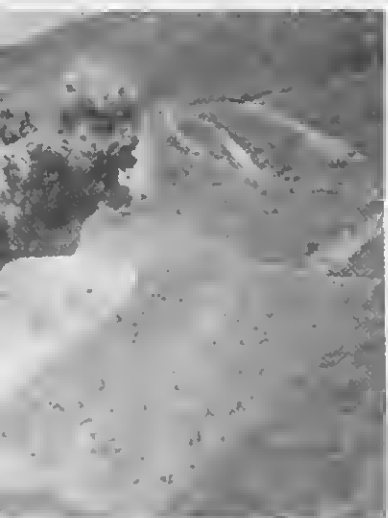


The prestressed concrete construction which distinguishes all three bridges on the new highway is shown in this impressive view of Bridge No. 2.

E construcion di concreto precomprimido cual ta distingui tur tres viaducto di e autopista nobo ta munstrá den e vista impresionante aki di Viaducto No. 2.

# PISTA LA GUAIRA

Na un costo di NAFL. 114,000,000, Venezuela actualmente ta construyendo un di maravillanan di ingeniería den Sur America. Ta e Autopista Caracas — La Guaira, un super carretera di 17 kilometro. Tres tremende viaducto, dos tunnel, camina di doble via — tur trahá segun practiconan moderno y di seguridad — lo reemplaza e ruta anterior cu ta smal y yen di curbo. E obra principiá na 1950, probablemente lo bini cla pa fin di e anja aki.



Magnitud di un seccion di construcion di e autopista ta munstrá den e panel di tres aki riba. E retrato den centro ta munstra e explosion afamado di 2000 tonelada di dinamite cu practicamente a remonta mitar cerro. Na cada banda di e retrato di explosion tin un escena di e vista promer y despues di e tiramento. Trahadornan a limpia e area di explosion, traba e camina aden y a construi tres galeria ariba e autopista pa protega contra erosion. Tur di concreto, e galerianan ta como seis metro ancho.



long, is located eight kilometers three bridges in all which follow in a. The bridges cost NAFL. 9,500,000.

gergo, ta keda ocho kilometro for di cu ta sigui segun number for di an ta costa NAFL. 9,500,000.



Reinforced cement with an asphalt cap makes the surface of the new highway all purpose. The two double lane sections are separated. Along both sides of the highway are cement shoulders.

Cement fortifica e un laag di asphalt ariba ta forma superficie di e autopista nobo. E dos seccionnan cu doble via ta separá. Na tur dos banda di e autopista tin hoog di cement.



Located four kilometers from Catia, Bridge No. 1 is 302 meters long and 70 meters above the Tacagua ravine. Two workman are shown fastening steel reinforcement wires before pouring concrete at No. 1.

Na cuatro kilometro di distancia for di Catia, Viaducto No. 1 ta 302 metro largo y 70 metro ariba quebrada di Tacagua. Dos trahador ta munstrá marando fortificacion di berro promer cu bashamento di concreto na No. 1.



A big problem faced by the highway engineers was the enormous amount of earth that had to be moved. This view shows large excavations that made possible a highway which will reduce present travel time by 45 minutes.

Un problema grandi cu a enfrenta e ingenieronan tabata e cantidad enorme di terra cu mester a worde movi. E vista aki ta munstra excavacionnan grandi cu a baci posible un autopista cu lo reduci tempo di viaja 45 minnut.

One of the outstanding feats of the new highway is the minimum number of curves. The old road had 365, the new only 36. Where necessary, curves were constructed to provide maximum safety. Below is Curve No. 4.

Un di e hechonan sobresaliente di e autopista nobo ta e cantidad minimo di curbo. E camina bieuw tabatin 365, e nobo solamente 36. Unda necesario, curbonan a worde trahá pa duna maximo seguridad. Ariba e retrato ta Curbo No. 4.



## IN THE BEET, A SURPRISE

## 5 Lago Men Catch Shark Free-Loading In Boca Mahos

A shark which came to dine on the free lunch provided by the Aruba Public Works Department at Boca Mahos got the surprise of his life last month when he found a hook buried in a bloody piece of beef.

The beef, and the hook it concealed, were put there by five Lago employees with a yen for big game fishing. They were Charles F. C. McIntosh, K. L. Weill, John Vernon, P. E. Rulter and J. F. Nagle, of the Technical Service Department.

Mr. McIntosh had taken a small shark the previous weekend, and another the weekend before. His account of the catches induced the others to try their luck and they set off for the North Shore bay the afternoon of Sept. 19.

There they strung Mr. McIntosh's three-sixteenths-inch line across the water and anchored each end atop the cliffs which form the horse-shoe shaped bay. From the middle of the line they suspended a one-inch chain bearing a nine-inch-long hook baited with two pounds of beef.

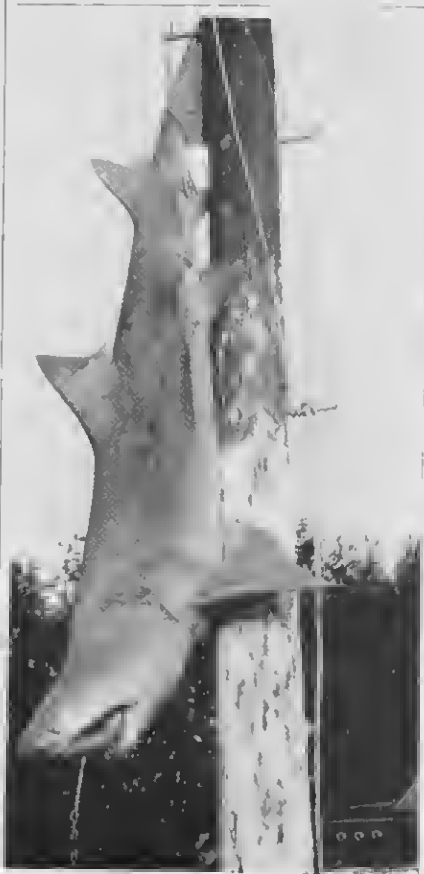
Within 10 minutes four sharks were swimming about the meat, but after a few moments three disappeared. The fourth, however, showed some interest in the bait. Once he bit the chain and was later found to have dented it. Another time a fin severed the line as he swam past.

The fishermen knotted the cut and just about the time they were convinced the shark was not going to bite he slipped up and swallowed the meat. After waiting a few seconds the two men handling one end of the line, and the other pair on the opposite end, gave a concerted pull set the hook in the roof of the shark's mouth.

Then the men on the west shore ran around the cliff and joined the others to play the fish from one point. The shark, aroused by the pain of the hook, dove and headed out to sea. The anglers let him run for a few seconds, then turned him about by checking the free-running line.

Slowly giving and gaining line for 30 minutes, they worked the shark into the rocky coast where several other fishermen helped them haul it ashore. The anglers said the fish, after its first rush, put up little fight and died quietly on the beach.

Measured from the tip of his nose to the end of his tail the fish — believed to be a White Shark — was nine feet long. Though no scales were available, the anglers estimated it weighed between 400 and 450 pounds.



Free Lunch Hound

## Dakota Field

(Continued from page 1)

In addition, he said, it was decided to lengthen the main runway 826 feet.

By building a taxi-strip and lengthening the main runway from 5933 feet to 6759 feet, Dakota Field will become a Class C instead of Class D field, the director said, and will have the highest classification in the Caribbean area. Curaçao's Hato Airfield runway, he pointed out, is 5515 feet long.

In order to construct the runway-taxi strip, Mr. van den Berg said, it was necessary to replace the calichi which covered the area with land fill and sea sand.

After grading, a 23-foot width of the new installation was paved four inches deep with an asphalt-rock mixture to meet the ICAO's specifications that a taxi area be able to support 25 percent more weight than a landing-takeoff area.

The remaining 17 feet of the 40-foot width were paved with 2 3/4 inches of rock and asphalt. This area will be used as a temporary runway and, after work on the main runway is completed, will be used for parking space, the public works director said.

To repair the existing runway, Mr. van den Berg said, the calichi base will be replaced with land fill and sea sand. It will be graded to fill in two hollows which have developed. The 768 feet at the extreme east end of the runway, which were installed in 1951, will not be replaced, he said.

The 826-foot addition will be tacked onto this end. In addition, landing lights will be located at 200 foot intervals along the renovated runway. Double wiring will guard against failure of the lights which will have three intensities to use in varying weather conditions.

Total cost of the airfield expansion, Mr. van den Berg said, will be Fls. 1,915,000; Fls. 600,000 for the runway-taxi strip, Fls. 875,000 for the main runway repairs and Fls. 430,000 for the main runway extension.

Mr. van den Berg explained the Fls. 1,915,000 expenditure as a "savings," saying a new runway would have cost Fls. 2.5 to 3 million "and then we would have had to build the taxi strip anyway."

## 5 Lagoista A Mata Un Tibron Na Boca Mahos

Un tihron cu a bin probecha di e cominda libro cu Departamento di Obras Publicas ta basha na Boca Mahos a recihi sorpresa di su hida luna pasá ora el a topa cu un anzuelo scondi den un sabroso pida carni.

E carni, y e anzuelo scondi aden, a worde tirá door di cinco empleado di Lago cu un deseo ardiente pa coi piscas grandi. Nan tabata Charles F. C. McIntosh, K. L. Weill, John Vernon, P. E. Rulter y J. F. Nagle, tur di Technical Service Department.

Sr. McIntosh a coi un tihron chikito e fin di siman anterior, y un otro e siman promer. Su relato di e aventura a induci e otro nan pa purba nan suerte y nan a laga sali pa costa di nord Sept. 19 tramerdia.

Aya nan a habri Sr. McIntosh su linja di tres diez-seis inch over di e awa y a mara cada punto ariba e barancanan cu ta rondona e bahia cu tin forma di un herradura. For di centro di e linja nan a suspende un cadena di un inch cu un anzuelo di nuebe inch cu dos liber di carni como aas na dje.

Dentro di 10 minuit cuatro tihron tabata landa rond di e carni, pero despues di algun momento nan a desaparece. Di cuatro, sinembargo, tabata muntra algun interes den e aas. Un biaha el a morde e cadena y despues a resulta cu el a doblé. Un otro biaha un aleta a separa e linja ora el a landa pasa.

E piscadornan a conopa e linja y net mas di menos na e momento cu nan tabata convenci cu e tihron lo no bai morde el a guli e carni. Despues di warda algun seconde e dos hombernan trahando cu un punto di e linja, y e dos na e otro punto, a snok e linja y a pega e anzuelo den cielo di boca di e tihron.

Anto e hombernan na banda pa-bao a bin reuni cu e otro nan pa nan bringa e piscas for di un punto. E tihron, rabiá pa e dolor cu e anzuelo tabata haci, a bai bao awa y a coi camina pa lamar. E piscadornan a lagé corre algun rato, despues nan a cumenza halé trece aden.

Poco poco manipulando cu e linja nan a trece e tihron te dilanti di e barancanan for di unda algun otro piscador a yuda nan hize'le na terra. E piscadornan a bisa cu e tihron tabata furioso pero cu el a muri keto ariba terra.

Midi for di punto di su nanishi te fin di su rabo e tihron — probablemente un blanco — tabata nuebe pia. E piscadornan a calcula cu su peso mester tabata entre 400 y 450 liber.

"Henter Mundo Den Un Sitio"

## Muchanan di LVS na Nueva York

Na Nueva York hopi hende ta considera cu September ta e mejor luna di anja. Ta e luna cu e ciudad ta tuma despedida di verano. Tur cos ta bai un poco mas liher, teniendo paso cu e cambio di tempo.

Serie Mundial — den cual casi semper un equipo di Nueva York ta hunga — ta acercando. Generalmente tin un pelea titular y revistanan noba ta habri ariba Broadway. Piel y modanan di tempo frio, cu ta exponi den show di tiendanan durante hopi siman, ta cumenza aparece ariba cayan.

Hendenan ariba caya ta lastra e bladechinan di mata na suelo cu nan pia y na hukinan di cayan na ta yen di bendedornan di castanja. Otonjo ta drentando, y e ciudad ta preparando pa duna su bienvenida.

Ta den e esfera prometiente aki e bapor "Miami" di Florida East Coast Line a hiba Patricia Ras y Marciano Angela, ganadornan di beca di LVS pa 1953 y Rudolph V. Pharis, sub-director di LVS cu a acompaña nan for di Aruba.

Presente pa duna bienvenida na e trio tabata representante-nan di Standard Oil Company (N.J.) kende a prepara un programa di tres dia pa introduci e ciudad mas grandi na mundo na e dos mucha hombernan di 18 anja cu nunca antes a sali for di e isla ariba cual nan a nace.

"Yegando Nueva York ta mescos cu mira henter mundo den un sitio," Marciano a scirbi despues. "Mi no por a imagina cu e tabata asina."

Te na ora di nan yegada na Pennsylvania Station e muchanan a

## Stairway Nearing Mountain Top



FROM the base of Mount Hooiberg, a 572-step stairway will lead to the top of the island's most prominent landmark. Radio department employees, who formerly clambered up the slope to test their antennae (left) will find the going a little easier. A cable hoist, used in building the stairway, runs down from an "X" support between the two masts.

FOR di pia di Sero Hooiberg, un escalera di 572 trapi lo ascende pa corona di e punto mas prominente di Aruba. Empleadonan di Radio Dienst, cu antes tabata gatia na e cuesta bai ariba pa test nan antenan (robez) lo haya e sabimento un poco mas facil. Un elevador cu cable, usá den construcción di e escalera, ta baha for di un soporte "X" entre e dos mastrean.

## Aruba Radio Employees Will "Walk" Up Hooiberg

Employees of the Aruba Radio Department, who formerly had to scramble up the sides of Mount Hooiberg to service their antennae atop the island's most prominent landmark, will soon be walking up a stairway.

The stairs, being built by Eduardo Tromp of Noord under contract with the radio department, lead up the north side of the "mountain" and at last report were some 20 feet from the top which Mr. Tromp expected to reach this week.

The concrete steps lead straight up the slope to about two-thirds of their length, bear right about one-

sixth of their length to by-pass an outcropping and then bear left to the crest of the slope.

Eight inches high, 11 1/2 inches deep and 39 inches wide, the steps follow the contour of the terrain. Six and eight foot long paved level stretches separate groups of three, four, five or six steps as the stairway marches up the slope.

At the left of each group of stairs is an upright steel pipe which will carry a cable railing.

In all 572 stairs will rise from the base of the hill south of the Santa Cruz — Noord road to the top of the 630-foot landmark from which the northern and southern extremities of the island are visible.

In order to speed construction of the stairway, Mr. Tromp installed a hoist. From a temporary shed at the bottom, the cables and ropes swing out and over the rocks, cactus and divi-divi trees which dot the slope up to an "X" support between the radio masts atop the hill.

Powered by a converted automobile engine, the hoist carries cement and tools to the top where workmen carry them back down the slope to the point where they are working. They have contrived a communications system in which the men at the top write down their needs and then send the note — via the hoist — to the men below who fill the requests and send them back up in buckets dangling from the cable.

According to a radio department official, the stairway will not be open to the public.

## Ubaldo Croes

Ubaldo Croes, a treater in Light Oils Finishing, died Oct. 3 at Lago Hospital. Born in Aruba, he was 39. Mr. Croes had Lago service of over 22 years. Survivors include his wife and seven children.

## 18 Ta Competi Pa Cinco Puesto Den Sport Park Board

Ocho candidato di peticion y 10 nombra lo competi pa cinco puesto den Lago Sport Park Board durante e eleccion cu lo tuma lugar Oct. 14, 15 y 16.

E ocho candidatonan di peticion a gina un lugar den e lista door di sumeti — pa Sept. 29 — peticionnan firma pa 100 votader eligible. E diez candidatonan nombrá a worde escogi door di un comité cu B. I. Viapree na cabez.

E candidatonan di peticion ta:

Teddie Johnson, un assistant operator den Catalytic & Light Ends; Juan Tromp, un knock tester den Technical Service Department, division di laboratorio; Rudolph A. Chin-A-Loi, un apprentice clerk A den Accounting Department; José M. Kock, un chauffeur den Mechanical Department — Garage; Harry Le Grand, un junior engineer assistant A den process division di T.S.D.; Lloyd F. van Putten, junior clerk den Process-Cracking; Raymundo Q. Kemp, un patrolman II den Lago Police Department y Leopold D. Anthony, un junior engineering assistant A den T.S.D. — Engineering.

Candidatonan nombrá ta Robert E. A. Martin, Juan Briezen, Mateo Reyes, Cyril A. Brown, Andries Geerman, Lionel S. Smith, Vernon T. Morgan, Juan F. York, Harry I. Nahar y David N. Solomon.

Cinco di e 18 candidatonan lo worde eligi pa dos anja.





MARCIANO shows the approximate location of his Aruba home to C. F. Smith, Lago executive in New York on a business trip, K. H. Quick of Jersey's overseas personnel office, Patricio and R. V. Pharis, assistant LVS principal.

MARCIANO ta muustra locacion aproximado di su cas na Aruba na C. F. Smith, un director di Lago haciendo un viaje di negocio na Nueva York. K. H. Quick di oficina di personal ultramar di Jersey, Patricio y R. V. Pharis, sub-director di LVS.



JOHN WINGATE, Esso — Jersey Standard television newscaster, takes Patricio and Marciano behind the scenes of the National Broadcasting Co. video studio he uses in his nightly telecasts as the Esso Reporter.

JOHN WINGATE, noticiero di television di Esso — Jersey Standard, ta hiba Patricio y Marciano tras di ensenarion di e studio di video di National Broadcasting Co. cu el ta usa den su presentacion nocturno como Esso Reporter.

## "The Whole World In One Spot"

# LVS Boys in New York

September is considered by many to be the best month of the year in New York. It's the month the city shakes its summer doldrums. Everything moves a little more quickly, keeping pace with the snap in the air.

The World Series — played in more often than not by a New York team — is drawing near. There's usually a title fight and new shows are opening on Broadway. Furs and fall fashions, in store windows for weeks, appear on the streets.

Strollers scuff the fallen leaves that color Central Park and chestnut roasters — their oven whistles thinly piping — dot the corners. Autumn is coming, and the city is getting ready to welcome it.

It was into this promise-heavy atmosphere that the Florida East Coast Line's "Miamiian" last month carried Patricio Ras and Marciano Angelo, the Lago Vocational School's 1953 scholarship winners and Rudolph V. Pharis, LVS assistant principal who accompanied them from Aruba.

On hand to welcome the trio were Standard Oil Company (N.J.) representatives who had lined up a four-day program to introduce the largest city in the world to two 18-year-old boys who had never before left the island on which they were born.

"Arriving in New York is like seeing the whole world in one spot," Marciano later wrote. "I just could not have imagined it to be like this."

Up to their arrival at Pennsylvania Station the boys' trip had been a series of "firsts." Their first airplane flight, night in a hotel, train ride. On tap were a host of other "firsts" before they left for Pennsylvania and a year of study at Allentown High School.

They saw the world champion New York Yankees play the Chicago White Sox at Yankee Stadium, rode an elevator that took them 200 feet a second to the top of the Empire State Building and toured Rockefeller Center which houses Standard's headquarters.

They saw a television show, a three-dimensional moving picture and the British liner Queen Mary. In company with Mr. Pharis, they also toured New York on their own.

"In the night," Marciano wrote, "you can walk and walk and you don't feel sleepy because the streets are so busy. We were on Broadway and Times Square and they were just like we were told they would be."

Their New York visit over, the boys left for Allentown, settled in the home of Mr. and Mrs. Frank Forgan and slipped into their roles as American schoolboys.

SIXTY-SEVEN floors above Manhattan, the two boys look down from atop the RCA building on a smaller — but much more congested — island than Aruba.

SESENTA Y SIETE piso ariba Manhattan, e dos mucha hombernan ta mira for di ariba un isla mas chikito cu Aruba, pero mucho mas populá.



UNDER the flags of the United Nations, a giant water fountain and a statue of Prometheus, the three Aruba visitors scan one of New York's main attractions — the lower plaza of Rockefeller Plaza. In winter the plaza is an ice-skating rink; in summer it is a restaurant.

BAO bandera di Naciones Unidas, un fontein grandioso di awa y un estatua di Prometheus, e tres bishitantenan di Aruba ta admira un di e atraccion principal di Nueva York — e plaza aha di Rockefeller Plaza. Den invierno e plaza ta un lugar di schaats; den verano e ta un restaurant.



FOR the first time, Marciano and Angela see a teletype machine. This Associated Press automatic news printer — going 24 hours a day — is on display in Rockefeller Plaza.

PA di promer vez, Marciano y Patricio ta mira un machine teletype. E imprenta automatico di noticia di Associated Press — cu ta traha 24 ora pa dia — ta exhibi ariba Rockefeller Plaza.

## Yankees—Dodgers Repeat Last Year's Performances

It's getting to be an old baseball story. The New York Yankees win the American League pennant, the Brooklyn Dodgers the National League pennant. The two meet in the World Series and the Yankees take the big prize.

While the metropolitan papers are able to flood their readers with day-by-day action pictures, the Aruba Ezzo News is not. So, for the benefit of our readers we are doing the next best thing. For the first time in the history of the News, the full squad pictures of the two winning clubs are carried below.

In addition to the names of each player, coach, secretary and trainer, the following key is used to designate positions: if — infliker, of — outfielder; c — catcher and p — pitcher. The Dodgers furnished the picture of their club, Wide World the Yankees' photo.

## Social Happenings

David S. Mitchell, an electrician A in the Electrical Department, was married Sept. 26 in the Anglican Church in San Nicolas to Miss Sylvia George, formerly of Grenada.

x x x

Dominico Kelly, a Mechanical Department employee, was married Oct. 8 to Miss Maria Jacobs of Noord. The ceremony was performed in St. Anna Church, Noord. Fellow employees presented Mr. Kelly with a table clock.

x x x

Seferina Tromp, varitypist clerk in Systems and Methods, was married Oct. 8 in St. Anna Church to Miss Adelbertha Tromp. A reception was held at Coyuri No. 208D2.

x x x

The former Miss Muriel Richardson of the Lago Police Department was married Sept. 26 to Z. E. Pretty of the Utilities Division. The wedding took place at the Methodist Church

## Cambio den Oranan Di Tuma Buki Di Kerosine

Un motibo cu un demanda anticipa no a surti, Accounting Department a anuncia cu awor couponnan di kerosine ta na bende na Porta Mayor for di 3:30 te 4:30 p.m. Dialuna te Diabierna y for di 11:30 a.m. te 12:30 p.m. Diasabra.

Bendemento entre 7:30 y 8:30 a.m. tur dia a worde elimina Sept. 21.

in San Nicolas. Fellow employees presented Mrs. Pretty with a set of silver. Mr. Pretty received a 400-day clock from employees of Powerhouse 1 and 2.

x x x

The former Miss Marion Ida Tulloch of the Executive Office was married Oct. 3 in the Methodist Church in San Nicolas to Victor D. Tjin-Tham-Sjin. Fellow workers presented Mrs. Tjin-Tham-Sjin with a check.



RAPHAEL CASTER takes a good cut at one of Glen Francis' offerings in the recent softball game between Rey de Copas and the Colony All Stars at Lone Palm Stadium. The All Stars edged the Lago Heights champs 3 — 2, getting all three runs in the last half of the ninth. Ben Marvick is the umpire and Ed Kulisek the All Star catcher.

RAPHAEL CASTER ta saca un bon contra un pitcheo di Glen Francis den e reciente wega di softball entre Rey de Copas y Colony All Stars na Lone Palm Stadium. All Stars a gana e campeonan di Lago Heights 3—2, cogiendo tur tres careda den segunda parti di noveno inning. Ben Marvick ta e umpire y Ed Kulisek ta catcher di All Stars.

## New York Yankees - World Champs



HERE they are — for the fifth straight year, the World Champion New York Yankees. Seated in front are Batboys Joe Carrier and Dick Manzidels. First row (left to right), Art Schallock, p; Ed Ford, p; Billy Martin, if; Phil Rizzuto, if; Yogi Berra, c; Steve Kraly, p; Frank Crosetti, coach; Manager Casey Stengel; Bill Dickey, coach; Jim Turner, coach; Gil McDougald, if; Irv Noren, of; Gene Woodling, of, and Charles Silvera,

c. Second row (left to right), Gus Manch, trainer; Jim McDonald, p; Willie Miranda, if; Gerry Coleman, if; Bob Kuzava, p; Bill Miller, p; Tom Gorman, p; Bill Renna, of; Gus Triandos, if, and Vic Raschi, p. Third row (left to right), Johnny Mize, if; Ed Lopat, p; Andy Carey, if; Mickey Mantle, of; Hank Bauer, of; Ralph Houk, coach; Johnny Sain, of; Don Bollweg, if; Albie Reynolds, p, and Joe Collins, if.

## Brooklyn Dodgers - League Champs



THE pride of Flatbush, the Brooklyn Dodgers, took the National League Pennant for the second straight year. In front is Batboy Charles Di-Giovanni. First row (left to right), Lee Scott, traveling secretary; George Shuba, of; Clem Labine, p; Carl Erskine, p; Cookie Lavagetto, coach; Billy Herman, coach; Manager Chuck Dressen; Jake Pitler, coach; Junior Gilliam, if; Roy Campanella, c, and Russ Meyer, p. Second row (left to right), John

Griffin, clubhouse attendant; Billy Cox, if; Carl Furillo, of; Jackie Robinson, if-of; Ben Wade, p; Johnny Podres, p; Billy Loes, p; Dick Williams, of; Duke Snider, of; PeeWee Reese, if, and Harold (Doc) Wendler, trainer. Third row (left to right), Don Thompson, of; Robby Morgan, if; Bill Antonello, of; Wayne Belardi, if; Rube Walker, c; Gil Hodges, if; Erv Palica, p; Jim Hughes, p; Boh Milliken, p; Joe Black, p, and Preacher Roe, p.

## NEW ARRIVALS

September 18

CROES, Carlos N. - I. O. F.: A daughter, Landwina Filomena.

September 19

RAPHAELA, Idelfonso - Lake Fleet: A daughter, Mercedes Josefa.  
KAESTNER, William L. - Executive: A son, William Francis.

September 20

RICHARDSON, Marc G. - Mech. - Carpenter: A daughter, Oralie Ernest.  
DE L'ISLE, Arnemandi M. - Mech. - Storehouse: A daughter, Omega Omara Jacinta.  
ADAMS, William S. - T.S.D.: A daughter, Frances Lee.  
JOHN, Hubert H. - Mech. - Mason: A son, Martin Leon.  
STAMPER, Alberto - Cat. & L. Ends: A son, Aquiles Ireno.  
FLANEGIN, Juan F. L. - Mech. - Garage: A daughter, Iris Marlen.  
DIRKSZ, Lino - Mech. - Metal Trades: A daughter, Dolores Francesca.  
HEIJGER, Augusta B. - Mech. - Garage: A daughter, Maureen Elisa.  
DELLMORE, Monah J. - Mech. - Garage: A daughter, Barbara Sharon.  
HALLLEY, John M. - Shipyard: A son, Merwin Edward.  
O'GARROW, Harry - Mech. - Machine: A son, Mario Lorenzo.

September 21

DANDLAU, Purdie M. - Marine Launches: A son, Stanley Armand.

September 22

VLOOR, Alexander C. - Mech. - Boiler: A daughter, Achnes Elfriede.  
WEBSTER, Aradlin R. C. - Mech. - Boiler: A daughter, Lidia Mauricia.

September 23

GRAVESANDE, Albert - Accounting: A daughter, Jennifer Mercedes.  
GEERMAN, Jacob - Mech. - Machine: A son, Ricardo Reymundo.  
MERCURY, Reginald - Lago Commissary: A son, Harris Daniel.

September 25

ZANDWIJEN, Adrian - Marine Office: A daughter, Peggy Helen.  
HASSELL, Elsworth C. - Acid & Edel.: A son, Merrill Lancy.

September 26

SOOBRIAN, Clement H. - T.S.D. Eng'r: A son, Russell Lloyd Miles.  
DANJE, Alfonso - Mech. - Mason: A son, Segiano Nilo.  
RAS, Victor F. - Mech. - Boiler: A daughter, Augustina Monica.

September 27

MADURO, Cornelis - Mech. - Boiler: A daughter, Sosmo Marieta.  
RICHARDSON, Jean O. E. - Mech. - Pipe: A son, Benito Jauncito.

September 28

PANNEFLEK, Claudio S. - Mech. - Pipe: A son, Fernando Mario.  
SMITS, Antonius J. M. - Medical: A daughter, Jacqueline Claire.  
DE GOURVILLE, Harry O. - Electrical: A daughter, Julie Olive Louisa.  
TIMMON, Calisto - Mech. - Machine: A daughter, Marieta Evelina.

September 29

SILVA, Felix S. - Accounting: A son, Sergio Palmero.  
KOOLMAN, Ignacio - Rec. & Shipping: A son, Roberto.  
TODMAN, Gerardo - Storehouse: A son, Lennard Romero.  
DE LEON, Joseph F. - Cracking: A daughter, Nadia Rebecca.  
GEERMAN, M. J. P. - Wharves: A son.

September 30

DANIA, Matheo - Mech. - Mason: A son, Eronimo Matheo.  
DUBLIN, Amos E. - Mech. - Carpenter: A daughter, Lorena Veronica.

October 1

DUBLIN, William - Ezzo Club: A daughter, DANIEL Joseph E. - Marine Office: A daughter.  
SCHWENGLE, Edelmiro R. - Mech. - Garage: A son.

Sorry, our apologies for three birth announcements that were accidentally omitted from a recent issue. They are:

August 30

BOEDHOUDT, Pedro H. - M & C Boiler: A son, Felix Rosario.  
GOMEZ, Leo M. - Rec. & Shipping: A daughter, Marlijn Coromela.

August 31

DE CAIROS, Alfred - Cracking Plant: A son, Edmond Alfred.

## Play-Off To End Amateur Series

After 21 straight days of baseball, in which 121 games were played, the 14th Amateur World Series championship hung this week on the outcome of a two-out-of-three play-off between Venezuela and Cuba.

Both teams finished the original series - staged this year in Caracas by the International Federation of Amateur Baseball - with identical 9-1 records. Venezuela defeated Cuba, 2-2 and then suffered a 2-1 loss to Santo Domingo.

The play-off was scheduled for Tuesday, Thursday and — if necessary — Friday of this week.

Aruba finished 10th in the 11-team series with a 2-8 record. The Amateur Baseball Bond of Aruba team defeated Columbia and San Salvador; lost to Venezuela, Cuba, Santo Domingo, Guatemala, Nicaragua, Panama, Mexico and Puerto Rico.

## Essoville Women Holder of Dutch Medal of Peace

"I'm not sure where I put it," Mrs. Thelma Holter said as she searched her house in Essoville for the "Medal of Peace" she received after four years of service in the Dutch East Indies.

"I put it away some place," she called from another room. "Ah! Here it is," she exclaimed and returned holding the medal. The Netherlands issued after the insurrection in Indonesia in commemoration of her people's contributions to Peace.

Born in Surinam as Thelma Relyveld, Mrs. Holter enlisted there in 1946 as a nurse in the Royal Netherlands East Indian Army. For the next four years she served in hospitals in Batavia, Surabaya, Makiya, Sumatra and other locales caring for Dutch troops injured in the insurrection.

Once she was caught in the middle of a fire-fight "and the bullets went right over our heads."

Upon her discharge in 1950, Mrs. Holter went to Holland where — after three years of study — she received a diploma in gynecology. In January of this year she married Alwin Holter, a Lago Medical Department employee.



Mrs. Thelma Holter Peace And A Medal